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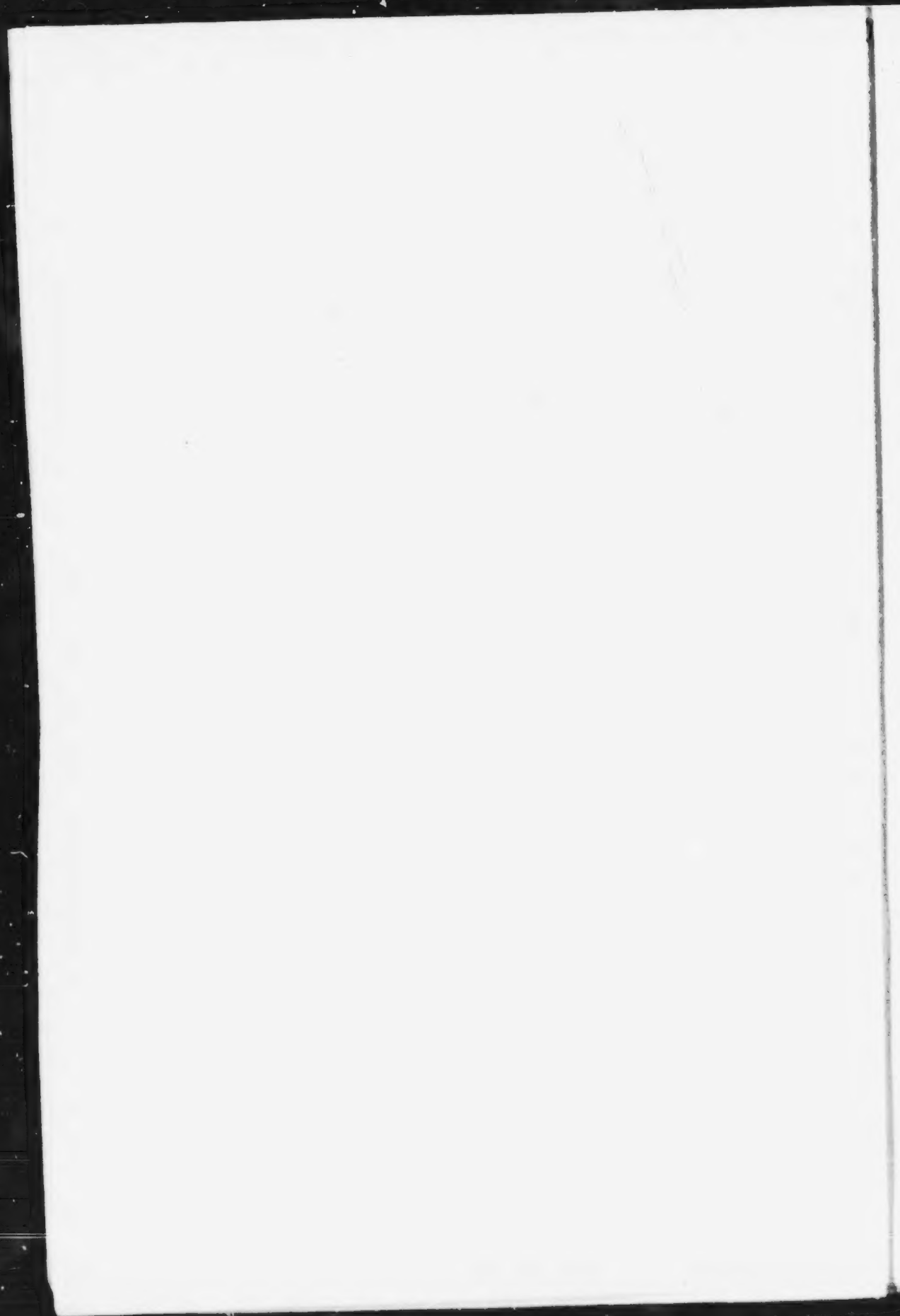
NEWFOUNDLAND,
ITS ORIGIN, ITS RISE AND FALL,
ALSO,
AN EPITOME OF THE JERSEY CRISIS
IN JANUARY, 1886.

AN EPISODE
OF THE
HISTORY OF JERSEY,

BY JOHN SULLIVAN, NOTARY.

J'nos'nallons pour Terr'neuve,
C'hest nouet pays d'Esden,
J'vos en donnai la preuve,
J'en sis soeux et certain.
Pour li man cœu soupire !
Oh man biau p'tit pays,
Je t'adouor', je t'admire,
Pus même que Gerry.—J. S., 1829.

Reproduction from
Bridal Turrim JERSEY, JANUARY, 1886.



MILNER'S SAFES

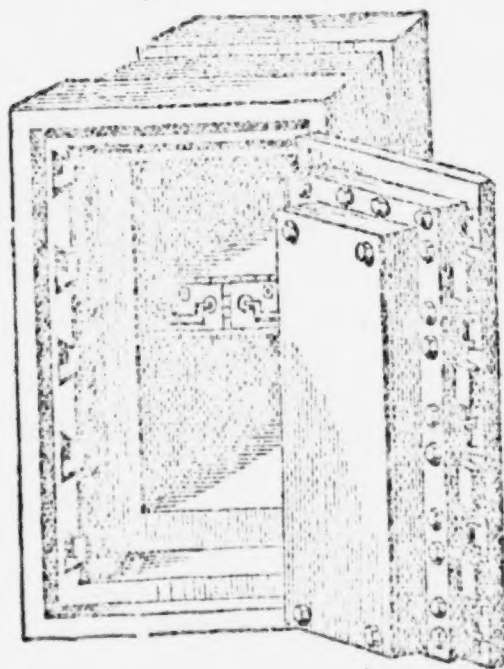
ARE THE CHEAPEST AND SAFEST

AGAINST FIRE AND THIEVES

In the Great Fires at Clerkenwell, London, and Portland Street, Manchester, in the months of October and November, 1885, there were twenty-four of MILNER'S SAFES, all that they contained escaped destruction.

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 kept in Stock.

PREFACE.

"Prodesse civibus," i.e.

"For the public weal."

When will Jersey profit by the lessons which are given her from time to time, by persons who call themselves bankers and have never studied that scientific and intricate business? During a century Jersey has been victimised by men who know no more about banking operations than they know about the system of banking in the Celestial Empire.

Since the days of Pearson, some twenty men who called themselves Bankers caused panics in Jersey, which brought with them misery, desolation and death.

We need not recall to mind the crisis of 1873, it is fresh to every one's memory, in it we find an irrefutable proof of what we state above.

Bankers who understand their business thoroughly, know that a Bank is a receptacle for money to be always ready at the will or direction of depositors. True Bankers abide religiously by this golden rule.

Jersey should have a law on banks and on bankers.

The Bank of England is expressly prohibited from engaging in any commercial undertakings, except such as are purely and legitimately connected with banking operations; such as buying and selling coin, bullion, or bills of exchange.

Our Banks should be subjected to those rules. If the Mercantile, the Joint Stock, and the Jersey Banking Company had not meddled with railways, with shipbuilding, and with fishing operations, they would be in a flourishing condition.

We beg to submit these few suggestions to our Statesmen, and we petition them urgently to adopt a law which will keep men from falling into temptation, and from driving their families to despair and destitution.

Jersey, Jan. 30, 1886.

J.S.

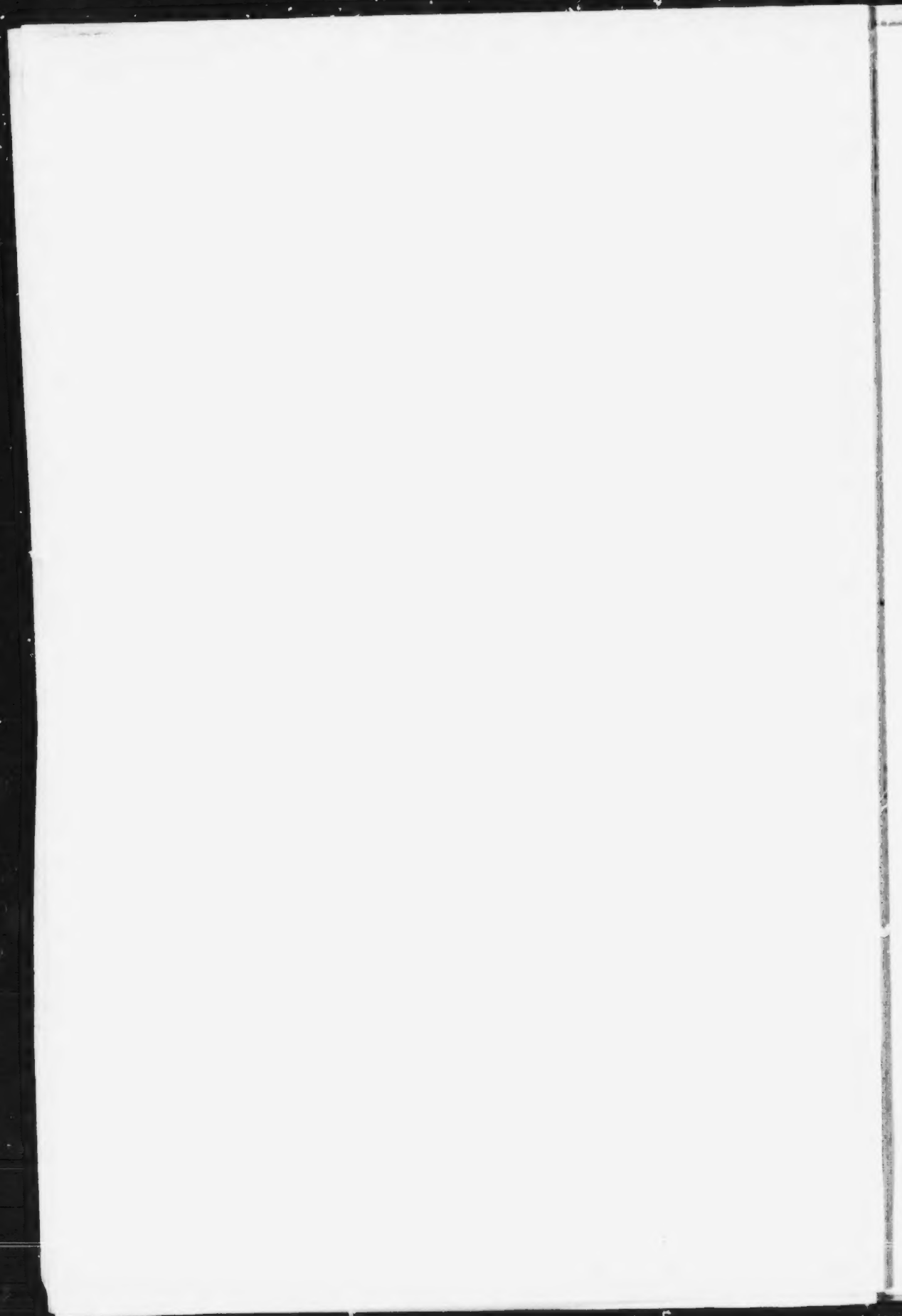
NEWFOUNDLAND

Is a large Island situated on the Eastern side of the Gulf of St. Lawrence, and one of the British Colonies of North America. It is separated from the Coast of Labrador, on the North by the Strait of Belle Isle, which is about twelve miles wide. Its area is estimated at 36,000 square miles, its Capital is St. John's, a very important town. This large Island was discovered by a Jerseyman, Sebastian Cabot, in the year 1497. In 1525, J. Verazzani took possession of it in the name of the King of France, who only founded an Establishment there in 1604. By the treaty of Utrecht, 1713, it was declared a British Possession. By the treaties of Paris and Versailles (1763 and 1783) France obtained the right of Fishing in those seas. Its Establishments are in the North and in the West.

The great Bank of Newfoundland, which may properly be deemed a vast mountain under the water, is not less than 330 miles in length, and about 75 in breadth. It is frequented by vast shoals of small fish, most of which serve as food to the Cod, that are inconceivably numerous and voracious. It is on this bed that Codfish is caught in immense quantities by our Jersey fishermen.

The whole circuit of the Island is full of Bays and Harbours, so spacious and sheltered on all sides by the mountains, except their entrance, that vessels lie therein in perfect security. More than 2,000 vessels are employed fishing in those parts every year.

The beginning of Jersey's intercourse in those parts is uncertain. Sir W. Raleigh who was Governor of this Island from 1600 to 1603, introduced in it tobacco and the potato, and induced the inhabitants to begin the fishing trade, which they did in a very small way, for they had not the means to enable them to start with



large vessels adapted for the Newfoundland Fisheries. We find in the report of the Royal Commissioners, Conway and Bird, 1617, that the Governor is charged with having embezzled 130 pounds of the King's powder at two different times for the use of a ship, in which he ventured to Newfoundland. In the reigns of Charles the First and of Charles the Second the Jersey shipping employed in the Newfoundland trade wintered at St. Malo, Jersey having no harbour for its shipping. Mr. Dumaresq in his *Cæsarea*, written in the reign of Charles II., mentions that trade as being then in a declining state :—" While the Islanders addicted themselves to the Newfoundland Fishery the number of fishing boats was the riches of it ; for it brought in ready money, and many necessaries, and those seamen increased husbandry ; for residing here in winter they ploughed and husbanded the land to maintain their families in summer, while they were abroad to get money. But of late the French have so much outdone them, whether by being able to victual themselves at cheaper rates, or living more hard, that we have not above three or four ships, of twenty, that heretofore used the trade, and the late imposition in France upon English fishing brought in there, of a crown per quintal, will more and more discourage it."

Jersey became intimately acquainted with Newfoundland in the year 1766, when Mr. Charles Robin became the founder of a fishing establishment, which worked under the name of Charles Robin & Co. Mr. Robin landed at Paspebiac, Canada, in a small craft called the *Sea-Flower*, after having visited in detail the coast of Gaspé.

In the year 1620, a body of emigrants known as the "Pilgrim Fathers," who had landed from the *May*

Power on the Southern part of America became Mr. Robin's bitterest enemies.

On the 11th June, 1778, two American Corsairs landed at Gaspé, and pillaged the stores belonging to Messrs. Charles Robin & Co., and took possession of two of their vessels, the *Be* and the *Hop*, which were at anchor at Paspébiac. Fortunately the *Be*, which was in the hands of the pirates was captured by two English frigates, the *Hunter* and the *Tiger*: Mr. Robin had to repurchase his share (one-8th) and was called upon to pay a sum which he had not. This first sad encounter discouraged Mr. Robin who returned to Jersey. As soon as the contention between England and America was terminated, Mr. Robin decided on starting *de novo* into business in Canada.

In the year 1783 he left Jersey; on arrival there he found no competitors; he began operations which were crowned with success. In the course of a few years he made a rapid fortune, and in the year 1802 he returned to Jersey, leaving his two nephews, Mr. James Robin at Paspébiac and Mr. Philip Robin at Percé. The first named gentleman was the father of Mr. Raoulin Robin, who is at the head of the firm in this Island. A few years before Mr. Charles Robin had started a business in the same line at Arichua, Cape Breton Island, under the name of Philip Robin & Co., this firm is still in full activity. Since the commencement of the present century these two establishments reached to gigantic proportions.

In Canada and in Paspébiac this firm has not only enjoyed the entire confidence of Messrs. and on the commerce generally. Its credit was considered equal to that of the Bank of England. Jersey will feel keenly the effects of this unexpected Maritime failure. Canada and Gaspé, where more than 5,000 per-

sons depend on fishing for their livelihood, will suffer from this crisis, particularly during this rigorous season. Fishing is put a stop to, the stores which contained provisions and clothing are closed, misery and death may result from this unfortunate catastrophe.

It would then appear that the Newfoundland trade had not declined in consequence of the wars that followed from the Revolution of 1688 to the peace of Utrecht in 1714, but that it had done so from other causes, which are mentioned in Mr. Dumaresq's MS., which we have in our possession. When Mr. Falle wrote, in 1734, things had had time after a peace of twenty years, to return into their former channel. The Town of St. Helier's had been built and had a harbour, though not an important one. From that time till the French revolution, was the most prosperous period of the Jersey Newfoundland Fishery, but the Island had then but very little other trade. During the last forty years the Newfoundland fishery has gone down, many of our shipowners and proprietors of fishing establishments have been ruined. At one time Jersey had a very large fleet of Newfoundlanders. About the year 1816, when Europe was at peace, it had about 80 vessels, now it has none.

In the year 1755, the States, urged on by the Chamber of Commerce, applied through Mr. Dumaresq, then Constable of the Parish of St. Peter's, and some years after Bailiff of Jersey, to the Imperial Government for special aid and protection for the Jersey shipping and the Newfoundland trade; he was supported in his exertions by Marshal Conway, the then Governor of Jersey, and Lord Blandford, who were true friends to our ancestors. The Government offered great advantages to the Jersey Merchants and Shipowners, if they would start in the Whale Fishery;

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le moyen desquels on peut d'iceux est déjà obtenu. Les Loix sont tellement réglées de ce côté-là, qu'elles ne peuvent donner lieu d'en témoigner au Lord Vicomte de Bercham, une plus vive reconnaissance ; et étant depuis informés de la même intention de Mylord Bercham, sous le prétexte des autres objets importants de la République les Etats le supplient très instamment de lui donner sa protection et de continuer en lui sa bienveillance et ses bontés envers l'Île de Jersey, et en ce sens Monsieur le Lieutenant Gouverneur d'ici transmettra une copie authentique du présent Acte sous le sceau de l'Île.

STATS, 12 AGUT. 1786.

Monsieur le Lieutenant Gouverneur ayant présenté aux deux deux lettres, l'une de Son Excellence le Général Conway, Gouverneur-en-Chef de cette Ile, et l'autre du Lord Vice-roi d'Irlande, toutes les deux en réponse aux Actes de révoquations que les Etats ont passé à ces deux parages, les Etats ont ordonné qu'elles soient mises sur le Registre, desquelles il teneur suit.

PARK PLACE, July 30, 1789.

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INTERNATIONAL JOURNAL OF

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VII. CONCLUSIONS

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Sir,—I return you many thanks for the obliging manner in which you have communicated to me the Honor which the States of Jersey have done me by their vote of thanks, and beg to assure them in all situations I shall be happy to receive their commands.

I remain, Sir,

Your most obedient very humble Servant,

(Signed)

BEAUCHAMPEL.

Lieut.-Governor Pall.

London, 23rd July, 1786.

The Chamber of Commerce at that time took a deal of interest in the welfare of the Islanders. We record with pleasure a generous act of that body which we copy from the *Gazette de l'Île de Jersey*, of the 18th Nov., 1786 :—

CHAMBRE DE COMMERCE.

"12, Novembre. La Chambre de Commerce a dépêché un bâtiment chargé de provisions pour aller à la rencontre des navires venant de Terre-Neuve avec ses passagers, lesquels, il est à craindre, ont beaucoup souffert manque de provisions, rapport à la longue continuation des vents de l'est. On ne peut assez admirer l'importance & l'utilité des marchands dont les projets tendent si essentiellement à l'avantage du commerce et de l'humanité. On ne doit pas oublier, en même-temps, d'informer le public que le Lieut. Poingdesre s'est offert de conduire, gratis, le bâtiment destiné à cet usage bienfaisant."

We find in the *Gazette* of the 2nd December, that all the vessels had arrived with a large number of passengers; who, though short of provisions, had not suffered of hunger. We see nothing about the vessel sent by the Chamber of Commerce.

There are many curious anecdotes about Newfane Island which were the subject of conversation in Jersey.

at the knitting *soirées (à la veille)*, during the winter months, when some twelve or fifteen men, women and children worked by the dim light of a crasset, filled with Newfoundland oil of the coarsest quality. The young men who had spent some time "*dans les bois et un Hivé*", on the "*Banc de terre-neuve*," made it a point to go in and to tell them cock and bull stories, which made the humble rural party shudder and cry bitterly. Those who had been to Newfoundland were looked upon as great navigators and as having made "*le tour du monde*." They had issued a table of commandments made by one Moïse, Le Ruez, which were engraved on the hearts of the poor fellows who toiled often night and day, Sundays not excepted, on mountains of ice and snow, as the fishermen called them. We give here the first commandment:—"*Ces jours te travailles et le septième à la chaise tu porteras !.....*" We hasten to say that this commandment was altered some fifty years ago—working on Sundays was, after a struggle, declared impious and unlucky. Men took to go to church and reading the Bible.

At this moment, we hear with regret, that the poor fishermen and their families are in a state of destitution and poverty which has caused them to take possession of the stores and of the provisions for the purpose of paring the blow aimed at them by Starvation.

H. ELLIOTT,
 Landscape Gardener and Horticultural
 Valuer,
SPRINGFIELD NURSERY
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